

# THE CAMDEN WEEKLY

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THOMAS J. WARREN.

## TERMS.

Two Dollars if paid in advance; Two Dollars and Fifty Cents if payment be delayed three months, and Three Dollars if not paid till the expiration of the year. ADVERTISEMENTS will be inserted at the following rates: For one square, (fourteen lines or less), seventy-five cents for the first, and thirty-seven and a half cents for each subsequent insertion. Single insertions, one dollar per square; semi-monthly, monthly and quarterly advertisements charged the same as for a single insertion.

The number of insertions desired must be noted on the margin of all advertisements, or they will be published until ordered discontinued and charged accordingly.

## Miscellaneous.

From the Charleston Mercury.

### The Railroads and Railroad Companies of South Carolina.

First Railroad built in the United States upon which steam was used, was the Charleston and Hamburg Road. It was completed in October, 1833, and was then the longest Railroad in the world.

Since that time the progress of Railway improvements in South Carolina has been going steadily on, and, in the meantime, the Charlotte and Columbia Railroad, from Columbia to Charlotte, in North Carolina, has been completed, and is now in operation.

The Columbia and Greenville Railroad has also been completed, from Columbia to Greenville, and is now in operation.

The Wilmington and Manchester Railroad is also far advanced towards its completion; and the North-eastern and Spartanburg Roads are both in process of construction.

Besides these, there are other Railroad projects in contemplation in different sections of the State, but not yet commenced. But leaving them out of view, it is ascertained that, on the first day of January, 1853, there was completed, and in full operation in the State of South Carolina, 599 miles of Railroad, and 26 miles under construction, making together 895 miles. Taking, therefore, into view, the area of the State in square miles, and the sum total of its population, the Railroads in operation and under construction in South Carolina, will be found equal to one mile of Railroad to every 27 miles square of its territory, and one mile of Railroad to every 747 of its inhabitants; and what is well worthy of note, the proportion of Railroads to Territory and population in South Carolina, is greater than any other State South of the Potomac, and greater than in any State in the West, except Ohio, Indiana and Wisconsin.

It will thus be seen what the progress of the Railroad system has been in the State of South Carolina for the last twenty years; what it may be for the next twenty years; may be inferred from her Railroad connections abroad, now made, or in process of construction.

There is a self-regulating and self-governing principle in trade that shapes its own course, and generally leads to its own good and wise results. This appears to have been eminently the case in the Railroads and railroad connections from this State. The Charleston and Hamburg Railroad was the first great original base line, or main trunk, it may be said, of the whole Railroad system of the South. The instinct of trade pointed its direction in the beginning, and the same instinct has since determined the course of those great connecting lines of railroad communications which are so admirably adapted for extending the connections of the State of South Carolina and her railroads to regions of country of all others the most desirable to be connected with.

There are three of these grand connecting lines, all radiating from the South Carolina Railroad:

The first connects with the South and South-west through Georgia.

The second is the communication with the West and Northwest, by the Blue Ridge Railroad to Lexington, Louisville, and Cincinnati, on the one hand, and to Nashville, Memphis and St. Louis, in Missouri, on the other.

The third is by the Columbia and Charlotte Railroad to North Carolina.

The area of country covered by these different lines of Railway and their tributaries, and the value and extent of its products and trade will be readily comprehended from a very brief notice of their various ramifications.

The first, or Georgia connection, commences at Augusta, and extends, via Atlanta, on the one hand, to Montgomery—485 miles from Charleston—and thence, via Jackson, to Vicksburg, on the Mississippi—771 miles from Charleston; and via Atlanta, on the other hand, to Chattanooga—446 miles from Charleston—where it will intersect with the Blue Ridge Railroad connection. The connection to Montgomery is already complete, with the exception of a few miles that will be finished by the 1st of January next; and from Montgomery to Vicksburg, the West end of the Road is already in operation for fifty miles, and the other portion of it to the Alabama line to Montgomery is in such preparation for construction, as leaves little doubt of the communication by railway being open, via Montgomery, to Vicksburg and Natchez, on the Mississippi, within the next two years. The connection to Chattanooga by the Western and Atlanta Railroad, has, as is well known, been open for some time; and, in addition to these connections, the Waynesborough Railroad, from Augusta to the Central Road, leading from Savannah to Macon, is nearly complete. The Georgia connection, it will thus be seen, embraces in its scope the rich Cotton States of Georgia, Alabama, and Mississippi.

The second or Blue Ridge Railroad connection (and the most important of them all), connects with the West and the Northwest, by its contemplated line direct from Aiken, and by the line of the Columbia and Greenville Road—both leading through the western division of the State to the Rabun Gap in Georgia, and thence through that Gap, and down the little Tennessee river through the State of North Carolina, to the Tennessee line. From this point the Road diverges again into two branches—one leading by Knoxville, via Danville, to Louisville, in Kentucky, and to Cincinnati, in Ohio, 640 miles from Charleston; the other

branch leading via Chattanooga to Nashville, 597 miles from Charleston; and thence, either by the Railroad to Evansville in Indiana, and thence to St. Louis by the Railroad from Nashville to the New Madrid Bend on the Mississippi, and the Railroad by the Iron Mountain on the Missouri side to St. Louis, a distance by either route of 900 miles from Charleston; a connection is also formed with Cairo, at the junction of the Ohio and Mississippi, a distance of 820 miles from Charleston, by the intersection of the New Madrid Bend Road with the Mobile and Ohio Road, which unites with the Central Railroad of Illinois at Cairo. From Chattanooga an exceedingly important connection is formed by the Memphis and Charleston Railroad (now graded nearly all the way, and about 100 miles of it in operation,) to Memphis, a distance of 727 miles from Charleston. The extension of the East Tennessee and Virginia Road from Knoxville, forms also a branch of the connection from Knoxville, and the amount of trade as far as Abingdon in Virginia, about 500 miles from Charleston, will doubtless fall into the Blue Ridge line of connection.

The most, if not the whole, of the various connecting Roads of the great Blue Ridge connection, it will be observed, are either in actual operation or far advanced towards their completion, at the far ends of the line; and requiring only the connecting link of the Blue Ridge Railroad to unite them with the Railroad connections already complete in South Carolina. For instance, commencing with the Knoxville and Cincinnati connections, it will be found that the Road from Louisville to Lexington, a distance of 100 miles, and from Cincinnati to Paris, Louisville and Danville, a distance of 130 to 140, is in great part, or perhaps in the whole, complete or very nearly so. From Danville to Knoxville the Road has been surveyed and located, and a Company formed, and large subscriptions made by the city of Knoxville, by counties along the line, and by individuals generally. In addition to which, they receive \$8,000 a mile from the State of Tennessee under a general law of that State. The work it is understood is about to be, if it has not already been, commenced, and with the large means of the Company, and the known enterprise and energy of the people of Tennessee, its construction, and in the least time possible is a matter that admits of no doubt whatever.

The Road from Knoxville to the Tennessee line forms a part of the Blue Ridge Road, and is included in the contract already made for the construction and equipment of the Blue Ridge Railroad; and besides the large subscriptions of the city of Knoxville and of the several counties on its line, the Legislature of Tennessee, now in session, it is understood, will lend the company a credit of the State for \$100,000, in addition to \$8,000 a mile provided for under the general law, making together 750 to \$800,000 from State aid alone. Thus it will be seen that the Blue Ridge Railroad connection via Knoxville to Louisville and Cincinnati, is now rendered absolutely certain.

Commencing at St. Louis on the other hand, two connections are being formed with Nashville—the one by the Ohio and Mississippi Road, now in operation to Salem or Maysville, and thence by a Road, either commenced or under arrangement, to Evansville, in Indiana. From Evansville or Henderson, on the opposite side of the river, (the Ohio,) to Nashville, 130 miles, the whole Road is under contract, and the work progressing rapidly to its completion, which will be in all 1854. The other connection, from Louisville to Nashville, is by Railroad now under contract and building, 70 miles from St. Louis to the Iron Mountain, on the south side of the Mississippi, in the State of Missouri; and thence by another Road, 60 miles, in project, to a point on the Mississippi, opposite the terminus of the New Madrid Bend; and from the New Madrid Bend to Nashville, a distance of 175 miles, a Road is being organized with State aid to the extent of \$1,600,000, to begin with until a certain support from the city of Nashville, both in the contribution of its capital and credit, as well as in the energy and enterprise of its people. That renders its accomplishment, and at an early day a matter of positive certainty. From Cairo, at the junction of the Ohio and Mississippi, the communication with Nashville will also be opened by the intersection of the Nashville and New Madrid Bend Road with the Mobile and Ohio Road, which routes, with the Illinois Central Railroad, running from Cairo to Chicago on the Lakes, and Dubuque on the Upper Mississippi, are progressing rapidly. A Road is in project also from Cairo to Little Rock, in Arkansas, but its circumstances are not sufficiently known to permit anything more than a passing notice upon its probable construction, and its great importance when it is constructed. From Louisville to Nashville, 180 miles, the whole Road is under contract, (with 1000 hands or more at work upon it,) to be completed within two years; and from Nashville to Chattanooga, the Road is now complete, with the exception of two and a half miles, and a small portion of the Bridge over the Tennessee River; but by the 1st of January, the engines and cars will be running throughout the whole distance from Nashville to Chattanooga. From Chattanooga to the Tennessee line, at the point of intersection with the Knoxville Branch of the Blue Ridge Railroad, is 105 miles. A charter was obtained from the Legislature of Tennessee, a year ago, with the usual appropriation under the general law, of \$8,000 a mile for the Road. But the route further than Cleveland, on the East Tennessee and Georgia Railroad, forty miles from Chattanooga, has not been definitely fixed—the surveys necessary for the purpose not yet having all been completed. This is the only link remaining necessary to complete the South Carolina Blue Ridge Railroad connection with Nashville and St. Louis, and other numerous tributaries, and that connection may be considered certain and inevitable.

The collateral connections with the great Western artery have not been noticed, but they are numerous and important, as will be readily seen by reference to any of the Railroad Maps; but its main connections show an area of country tributary to its influence, that few have comprehended, except those whose attention have been particularly directed to the subject. In its extent, products and value, it is in fact equal to half the Kingdoms of Europe put together; and by the nature and force of circumstances is obliged to seek the outlet for its trade through the State of South Carolina, and the port of Charleston, unless the channels of communication are allowed to remain closed, or it is counteracted by the want of the necessary facilities for conducting it.

The third or North Carolina connection, by way of Charlotte, extends with the Central Railroad through the State of North Carolina to Raleigh, and covers in its area a country of great extent and value, the resources of which are as yet but imperfectly developed, but which before long is destined to furnish large supplies of breadstuffs to the State, and a large excess of trade to the Seaboard. To what further extent the connections from or beyond that State may be carried is a matter of uncertain legislation in that State.

From this imperfect outline of the Railroads and rail connections of South Carolina, it will be readily seen what is within our grasp. If we do not stretch forth our hands, and with all promptitude and energy, and seize the rich prize that is within our reach, it is not because nature has not been liberal and beneficent to us, but because we have been unjust to ourselves. XY.

[From the French.]

### The Hump-backed Cousin.

Behold an extraordinary occurrence of the latter days. If it were not an extraordinary occurrence, one need not relate it.

A father of a family inhabiting the Rue de Michodiere, received last summer, a letter from his nephew, who was in the employ of Hyder Abad. The letter concluded thus:

"I have received the portraits of my two cousins, Marie and Margaret. I have never had the pleasure of seeing them, as I have lived with Hyder Abad since my youth, but I am sure that these portraits are resemblances. I will arrive at Havre by the ship Ingos Ego, about the first of October, and on my return I am determined to marry the beautiful Marie."

The breaking open of the letter had destroyed the rest of the name. It is impossible to tell if the cousin asked Margaret or Marie in marriage. The two sisters united previous to this time, have commenced to live in misunderstandings, each of them positive that it was the rest of her name which was torn off in breaking the seal.

The father employed his eloquence in calming the anger of his daughters, when a servant sent in advance, arrives from Havre, announcing that his master went to Paris with the evening train.

The servant overwhelmed with questions, replied that his master was ruined, and that he had, moreover, on his left shoulder, the horrid protuberance which caused, according to Paganini, so many misfortunes to Esop the Phrygian.

The two cousins determined to remain single forever, before marrying a cousin, hump-backed and ruined.

As they took this oath for the twentieth time in twelve hours, the cousin arrives. The uncle warmly embraced him, the cousins make a polite bow, and turn away their eyes. The uncle then explains the incident of the torn letter and asks the intentions of his nephew.

"It is my cousin Marie whom I came to marry," he replied.

"Never—never!" screamed Marie, "I am contented with my condition, and shall remain in it."

"Mademoiselle," said the nephew, "customs of the country where I have been educated.—Read the customs of Hyder Abad, in Traveller. There, when a young man is refused in marriage, he withdraws himself from society as a useless being."

"He kills himself," exclaims the good Margaret.

"He kills himself," replies the nephew, in the tones of a man about to commit suicide.

"This poor cousin," said Margaret, weeping, "to come from such a distance to die in the bosom of his family!"

"I know," said the nephew, "that my deformity affects the sight of women, but in time the eyes of women become habituated to all things. I know, also, that my commercial prospects are not prosperous. Thrown young into the diamond business, the only employment of Hyder Abad, I lost there all the fortune of my father, but I had acquired experience—I am young and active and industrious. These are riches in themselves."

"Yes, yes, hump-backed and ruined," muttered Marie aside, in a bantering tone.

"Poor young man," she said, "my cousin I am refused, and you pay no attention to it."

"And by whom refused?" inquired her cousin.

"But to your cost, by you, since you prefer my sister to me."

"Eh bien!" said the cousin, "will you accept me if I ask you in marriage from my uncle?"

"I will engage my father to let my cousin live."

"What!" exclaimed the hump-backed, "do you consent my lovely Margaret to—"

"Save the life of a relative. Indeed, I'll not waver a moment."

"This is very well of my daughter," said the uncle, affected by the scene. "Remonstrances have not spoiled you. I have a very small income, but I ought not to abandon the son of my brother in misfortune. I will keep him here as a kindred, for where there is enough for three, there is, for four."

The cousin threw himself at Margaret's feet saying:

"You have saved the life of an unfortunate man."

At a little distance, Marie uttered to herself, "My sister has courage. As for me, I would let hump-backed cousins die."

"Uncle," said the young man, "allow me to make a slight toilet before breakfast."

He pressed Margaret's hand, bowing to Marie and left to change his travelling attire.

The uncle and his daughters were at the table and awaited their guest.

The servant announced the cousin of Hyder Abad.

The two girls uttered two screams, but on different keys. They see enter a charming

young man, tall, without any hump back, embraced Margaret, and placing before her a basket, he says to her, "Behold your marriage portion."

It was a basket of diamonds. It was more over the hump, which had thus arrived free duties.

"See what I have carried on my shoulder," said the cousin, "from Bombay to Havre, to fer it to that one of my cousins who would accept me with my false poverty and my feigned deformity."

There was great joy in the house, which, it may seem, was participated in by Marie. It is true that Marie loved her sister dearly, without detesting the diamonds.

### Contempt.

Contempt is a natural passion, inspired in a sensible mind at the sight of pretension. In the first place, a sensible person feels contempt for one who is making a great show of wealth—a contempt which is often allied with pity and regret for one who chooses to be inconsiderate. There are continually people making great appearances of wealth to attract the attention of envious and ignorant mortals, but in the mind of a sensible individual the butterfly equipage, or their gaudy dwellings attracts but his pity, (and pity in this case, we all know, is allied to contempt,) that should be an individual on the civilized portion of the earth, who places all his happiness of being admired by the ignorant and changeable multitude for a brief space of time. On the other hand, he who pretends to a show of wealth without the means, is not only rendering himself ridiculous by his vanity, but is adding a very sinful part, by depriving the laborer of his hire, and rendering himself and his family poverty-stricken and down-fallen, after his short career of egregious pride; besides ever afterwards subject to the ridicule of his more wise companions, who, though they shared in the pleasure of his short-lived folly, were wise enough not to mingle their fortunes with his own. There are some who affect poverty, either to hoard wealth, or to be considered as misanthropes, &c., in either case there is much despicable selfishness. He who makes himself singular by dressing gaudily, is equally entitled to our contempt. There are also those who make great boast of knowledge; this is the effusion of a little soul, and often meets with its reward by the exposure of its ignorance, but is nevertheless to be avoided and despised. A person using violent argument is as much entitled to contempt as one who does not argue at all; the first because it is the effect of coarse breeding or uncontrolled passion; the latter, because he claims no participation in argument, and is therefore ignorant. There are some who make great show of morality, and some of immorality, both of which are despicable—the first, because he is a hypocrite—the latter no amiable person will associate with. There are also both bullies and cowards in the world, both of whom are to be avoided and despised—the first is not fit for social society—the latter is contemptible for a sufficient reason—he lacks the stamina of a man. There are those who endeavor to lord it over their fellow mortals because they have a little wealth, and think that that will make up for a want of the common rules of etiquette; such persons are heartily to be despised. Their swaggering may pass among bores like, themselves, but in the heart of a sensible individual their money is looked upon as dirt, in comparison to the well stored mind of an amiable person, though he be as poor as the others are wealthy.

A NEW COME-UPPANCE AND DOWN-FALL.—Accounts have recently appeared in the papers in relation to a peculiar race, entirely unknown to the civilized world, residing on the banks of the Gila. The following description is from the pen of the San Francisco correspondent of the Philadelphia Inquirer:

"It appears that this community of human beings are now living, and, probably, have lived, for ages, isolated from the rest of mankind, far out through the desert, and have no communication scarcely with the rest of their fellow creatures. Far away beyond the South Pass, on the head waters of the Gila river, lives John Bridgers, a trapper of the plains and mountains for more than forty years, and whose veracity cannot be questioned by any one acquainted with him. It is admitted by all trappers who know him, that he is better acquainted than any living man with the intricacies of the hills and the streams that lose themselves in the great basins. While trapping on the tributaries of the Colorado, an Indian offered to guide him (Mr. Bridger) and a party to a people living in the desert with whom they could barter. He represented them as living a great way off, and that they were entirely unknown to the whites. The proposition was acceded to, and after providing themselves with dried meats and water, they struck right into the heart of that Great Desert, where no white man had ever before trodden, perhaps, since the creation of the world, and they say has never since, and which the hardy mountaineers will only venture to skirt. After five days travel, the party arrived at three mountains or buttes, rising in grandeur in that solitary waste. These mountains were covered with a diversity of forest and fruit-trees and flowers, all in magnificent bloom, and which appeared like some extensive oasis in a mighty desert. Streams of the purest water rippled down the declivities of these mountains, and meandered around their base and through the valleys in crystalline beauty. Birds warbled melodious notes from myriad branches of trees, and the atmosphere was redolent with odoriferous herbs and flowers. Here was a numerous agricultural people, surrounded with waving fields of corn and a profusion of vegetables. They were dressed in leather. They knew nothing of fire arms, using only the bow and arrow. And for miles circling those buttes, were adobe houses, two and three stories high. Mr. Bridger was not allowed to enter any of their towns or houses, and after remaining three days only, left them—not, however, before being given to understand that they had no communication with any people beyond their desert homes. These are supposed to be the same race of people who once inhabited the banks of the Gila and the Colorado, and left those monuments of wonder, the "Casas Grandes," which so deeply attracted the followers of Fremont and Doniphan, and then vanished as a dream. Their adobe houses attest the fact. My informant says that months after the conversation he had with Mr. Bridger upon this subject, he had another with Mr. Papin, the Agent of the American Fur Company. He told him that another of the party, Mr. Walker, the mountaineer, after whom one of the mountain passes is named, and who is known to be a man of truth, had given him the same description of those isolated people, and from these two reliable sources there can be no question of the truth of the story. The subject is one of deep interest, as well to the antiquarian as to all who are curious upon such matters, and it is to be hoped that the recent discovery in the Colorado country will have the effect of speedily bringing to light, and to the knowledge of the world, not only the existence of these people in their desert home, but also their origin and history. It is a pity that Mr. Bridger's account is so meagre as to leave us in the dark in regard to many things which he might have enlightened us upon. Although he was not permitted to enter their houses or their towns, still he might have described their color, size, appearance of the women, and many other things which would be extremely interesting. But no doubt now, since these facts have become known, that expeditions will be started to unravel the mystery concerning that strange people, and I for one shall wait with much anxiety to hear their origin and history developed."

PUZZLING A DOCTOR.—Dr. M., an army surgeon, was very fond of a joke, (if not perpetrated at his own expense), and moreover had a great contempt for citizen officers, who were renowned more for their courage than their scholarship. One day at mess, when the decanter had performed sundry strange and novel perambulations of the table, Captain S. a brave and accomplished officer, and a great wag, remarked to the doctor, who had been very severe in his remarks on the literary deficiency of some of the new officers:

Dr. M., are you acquainted with Captain G—?"

"Yes, I know him well," replied the Doctor; "he is one of the new set. But what of him?"

"Nothing in particular," returned Captain S. "I have just received a letter from him; and I'll wager you a dozen bottles of old Port that you can't guess in six guesses how he spells cat."

"Done," said the Doctor, "it's a wager."

"Well, commence guessing," said Captain S.

"K, a, double t."

"No."

"K, a, t, e."

"No; try again."

"C, a, double t, e."

"No; you've missed it again."

"Well, then," returned the Doctor, "C, a, double t."

"No, that's not the way; try again it's your last guess."

"C, a, g, h, t."

No, that's not the way, you've lost the wager.

"Well," said the Doctor with much petulance of manner, "how does he spell it?"

"Why, he spells it c, a, t," replied S., with the utmost gravity, amid the roars of the mess.

Almost choking with rage the Doctor sprang to his feet, exclaiming:

"Captain S., I am too old a man to be trifled with in this manner."

An insolvent debtor failed so badly once that he could not even "pay his addresses" to his lady-love, and she had to give him his discharge.

NEW FRENCH LOAN.—The French Government has obtained from Messrs. Rothschild a loan of 200,000,000 francs, equal to £8,000,000 sterling, or 40,000,000 dollars, at 71, which it will issue at the first favorable opportunity afforded by the state of the Eastern question. The Rothschilds are now interested in supporting the French funds, which have fallen, while the England funds have receded.

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NEW FRENCH LOAN.—The French Government has obtained from Messrs. Rothschild a loan of 200,000,000 francs, equal to £8,000,000 sterling, or 40,000,000 dollars, at 71, which it will issue at the first favorable opportunity afforded by the state of the Eastern question. The Rothschilds are now interested in supporting the French funds, which have fallen, while the England funds have receded.

DEATH.—It is a mighty change that is made by the death of every person, and it is visible to us who are alive. Reckon out from the sprightliness of youth, and the fair cheeks and full eyes of childhood, from the vigorousness and strong flexure of the joints of five and twenty, to the hollowness and dead paleness, to the feebleness and horror of a three days' burial, and we shall perceive the distance to be very great and very strange. But so have we seen a rose, newly springing from the clefts of its hood, and at first it was as fair as morning, and as full with the dew of heaven as a lamb's fleece; but when a ruder breath had forced open its virgin modesty, and dismantled its too youthful and unripe retirement, it began to put on darkness and decline to softness, and the symptoms of a very sickly age; it bowed its withered head and broke its sickly stalks, and at night, having lost the greater part of its pretty leaves, and of its vain beauty, it fell into the portion of weeds and out-worn fables! Such is death.

TRUTH.—Every word of it. Cut it out and learn it by heart. We should make it a principle to extend the hand of friendship to every man who discharges faithfully his duties, and maintains good order—who manifests a deep interest in the welfare of general society,—whose deportment is upright, and whose mind is intelligent—without stopping to ascertain whether he swings the hammer or draws a thread. There is nothing so distant from all natural claim as the reluctant, the backward sympathy, the forced smile, the checked conversation, the hesitating compliance, the well off are apt to manifest to those a little lower down, with whom, in the comparison of intellect and principles of virtue, they frequently sink into insignificance.

PROVERBS.—If a man cheat thee once, shame on him; if he cheat thee twice, shame on thee. If a man deceives thee, trust him not again. If he insults thee, go away from him. If he strikes thee, thrash him like smoke. If you have lost your credit, be industrious and you will regain it. If you have lost your property, be industrious, honest and frugal, and you will acquire more. If you have a good wife, take care of her—and if you have not, get one immediately. If you take the newspaper printed in your own county, and pay for it, rest assured you are prospering.

THE LITTLE LAMBS.—My little niece came to see me one day, and we walked to a green lot to see some lambs. When we got there, the little lambs were lying on the grass by their mothers. They were soon up and skipping about. We all know what pretty little things lambs are, and how playful, too. My little niece was delighted at seeing them play, and said, "uncle, look how they love their mothers. Look, uncle, look at the little white one, and see how its hair is curled up. I will go home and tell my ma' to curl mine just like that little lamb. She will do it, too, for she knows I love her; then I will say, ma', I'll be your little lamb. Good bye, uncle, you must come to see me when I get to be a little lamb."

Next to Sancho's eulogy of sleep, read the subjoined, by Goeth, is the best we ever read: "Sweet sleep! thou comest with good fortune, unbidden and unentreated. Thou loosest the knots of stern thought, and mingliest to gather all images of joy and grief! Unhindered, the circle of internal harmonies flows on, and wrapped in a pleasing frenzy, we sink down and cease to be."

"DO THYSELF NO HARM."—Intoxicating liquors are invariably injurious as a beverage to health. The moderate drinker may not be aware of it; but time will tell the tale of it if the habit of moderation is continued. Make your observation on one hundred persons, passing the streets, and in vain would you attempt to single out individuals who had been taking bread, meat, vegetables, or water, either moderately, or to excess; but make the same experiment in the use of intoxicating drinks, and you might count every one of them. Moderation in intoxic